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248 The price of cotton in ratio to the price of
435 various grains is shown in Table 8.

Table 8. The Ratio of Cotton Prices Relative to Grains*
(In weight-units of grain to one unit of cotton lint 7/8" grade)

Region	1950	1951	1952	1953	1954	1955
Wheat	7.0	8.0	7.5-8.5	6.25-7.5	6.75-8.0	6.75-8.0
Millet	8.0	8.5	8.0-9.5	6.75-8.0	7.5-8.25	7.5-8.25
Rice	6.5	8.5	8.0-9.0	6.75-8.0	7.25-8.25	7.25-8.25

* Newspaper Reading Handbook, Hankow, 1950, p. 574; Ching-chi Chou-pao [Economic Weekly], Shanghai, May 28, 1953, p. 21; New China News Agency, March 3, 1954.

T'êng-yüeh to P'u-érh

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000 Shans Möng Ya. As the elevation here is only 2,400 feet, the latter race have been allowed to retain undisturbed possession. They form part of the Shan state of Ta-mêng-t'ung or Möng Htong.

The next day we crossed the river. It is here 50 or 60 yards wide and was three feet deep, with a strong enough current to make the ford difficult. There is no boat or raft in the whole plain, so that if a traveller happens to arrive immediately after heavy rain, he has to wait till the water goes down again. In the rainy season it must usually be impassable. The Shans are not as good as the Chinese in their arrangements for crossing rivers.

Climbing a big jungle-covered range we took two days from here to reach Ta-mêng-t'ung, the capital of the state.

243 There are many cultivated clearings in the forest, and the chief thing grown is buckwheat, a beautiful crop at this time of year, making large red patches over the hillsides.

136 A notable event on the day we left Wan-tien was the putting up of a hare in the jungle. This is the only time I can remember having seen one in Yün-nan, though they are common in the Tibetan part of Ssü-ch'uan.

563 The plain of Ta-mêng-t'ung is not a large one, and as it is not much under 4000 feet high there are some Chinese

622 families settled here, though the majority of the inhabitants are Shan. The sawbwa, who was then only twelve years old, lives a little to the north of the main road, so we put up in the old town which lay on our route.

006 From here the main road to Yün Chou lies through Shun-ning, but I wanted to find a more direct route, so struck out E.S.E., and, after an uphill march, camped in the little Lo-lo village of Li-pa-sa at 6,200 feet.

The next day the road took an unexpected turn to the south and joined into the route by which Ker and I had come up from Chên-k'ang the year before. I had therefore to follow this road into Yün Chou, arriving there on the 11th December. I put up in a large temple, and we had a day's halt to rest mules and men. Some of the animals were in bad condition when we started, and two of them were by this time unfit to carry loads. Luckily prices are not high in western China, and I had only to pay £4. 12s. and £3 for the two ponies I bought to take their places.

Ya-k'a-lo to Ba-t'ang

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291 ually wear are made of felt and soled with leather. Our own boots were in a deplorable condition after 2000 miles of Chinese roads, and we were glad to be able to get such serviceable substitutes as the Tibetan article. They are not, however, altogether comfortable: the sole is so thin that every sharp little stone can be painfully felt through it.

435 We had brought with us some musical boxes and field glasses as presents to reward friendly individuals who might assist us in our travels, but we soon found that among Tibetans there was not the slightest prospect of finding anyone friendly enough to deserve a present. So we began to make use of these things in our horse dealing bargains. Two musical boxes and a pair of glasses was the price of a very nice pōny we bought from one of the military mandarins.

132 The climate of Ba-t'ang we found extremely pleasant, very much like a hot summer day in England. During our stay the maximum temperature was 80° and the minimum 55°. The heat can never be very great in summer. Snow, they say, falls occasionally in winter but

[24] always thaws by the middle of the day. The place lies 733 too high to cultivate rice, but wheat and barley grow well, and peach trees appear to thrive. We made the height 9,300 feet by both aneroid and boiling point thermometer. This is considerably higher than the observations of other travellers. Desgodins gives 8,065 feet, Rockhill 8,223 feet, Bower 8,500 feet, and Gill 8,546 feet¹.

758 The inhabitants of Ba-t'ang we found quite pleasant, and Manifold made them still more friendly by performing several operations for cataract. After the first patient—an old woman—had been successfully operated on and found she could see again, there was quite a run on Manifold's services and he restored the sight of seven people altogether. There was some danger that the patients would be too anxious to use their eyes again and would not keep them bandaged for the necessary four days, but we heard afterwards that all the operations were successful.

¹ Hosie, however, who has visited Ba-t'ang since we were there, makes the height 9,184 feet.

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The need for railroads in the Basin is most urgent and the clamor for railroad construction is loud. Already there are four projected railroads, namely, the Chengtu-Chungking, the Tzeliuching-Luhsien, the Chengtu-Paochi, and the Chengtu-Kuming lines (Fig. 7).^a The Chengtu-Chungking projected line is already under construction. This line, after its completion, will link the rich agricultural Chengtu Plain and the growing industrial Chungking area. Furthermore, the completion of the Tzeliuching-Luhsien line will bring forth a more efficient operation of the vital brine-salt industry of the Basin.

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d) The major air-routes.--If highway development in Szechuan Basin is still in its childhood, airway development is in its infancy. It was not until 1932, only about ten short years ago, at the initiation of the Shanghai-Chengtu air-line, that the Basin first experienced commercial air service. Since then, commercial flying in the Basin has been growing steadily. The original Shanghai-Chengtu Line has suspended operation since 1938 on account of the war.

There are now five principal air lines in the Basin, namely, the Chungking-Hongkong (now extended only to Kuming after the Japanese occupation of Hongkong in December, 1941), Chengtu-Sian, Chengtu-Kunming, Chungking-Chengtu, and Chungking-Loshan lines. Among them, the Chungking-Hongkong (now to Kuming) and Chengtu-Sian lines are the most important.¹

All the above air-lines are engaged principally in passenger and mail service. Freight capacity is still very limited. In so far as use for cargo transportation is concerned, the present air-line facilities are far from satisfactory. The airways of Szechuan are at best only a symbol of modernization, but the growth has been phenomenal and the future outlook is promising. The cultural and educational value of the air traffic to the inhabitants of the Basin is certainly tremendous.

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e) The relation of transportation to the agricultural land-use in the Basin.--Among all the regional problems of Szechuan Basin, none is more important and more acute than that of transportation. The poor transportation has hampered in more than one way the efficiency of the Basin's agricultural and forestry land-use.

In the first place, the difficult and therefore costly transportation has prevented farmers in the Basin from earning as

¹Report of the Bureau of Reconstruction, Szechuan, op. cit., p. 52.

^a[See end nap 3 - Analyst]

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much from their crops as otherwise they might have realized. The classical example is that of wheat during the world war I, when wheat was in great demand throughout the world at that time and was sold for 2.50 to 3.00 Yuan¹ per bushel in Shanghai. At Chungking, however, only 1,500 miles away from the latter port, a bushel of wheat was sold for only ten cents! There is an old saying in the rural areas here: "Pai li pu fang tsu," literally meaning "bulk (grain) is not sold one hundred li away." This reflects vividly the difficulty and high cost of transportation.

Another astounding example is that many orange growers in the To Valley often let their oranges rot in the field rather than pick them, because it is so difficult and so expensive to get them to market. On the other hand, only 800 miles away, at Hankow, imported oranges are sold for about a dollar (Yuan) for a half dozen. [245]

Finally, also due to the same difficult transportation, it is tragic to see many farmers in the more remote hilly areas let their land lie idle for months on account of the high transportation cost of shipping bulky fertilizers, such as soy bean or tung oil cakes.

7. Mining and Manufacturing Patterns

Approximately less than 10 per cent of the population in the Szechuan Basin are engaged in the mining and manufacturing activities. The Basin's recent rapid development in mining and manufacturing has strengthened its position as a rich self-sufficient geographic region. In fact, mining and manufacturing largely supplement the agricultural and forestry pursuits, and thus, as we shall see later, help to bring forth an increasing efficient agricultural and forestry land-use in the Basin. 463

With the numerous metamorphic formations, volcanic intrusions, and the Jurassic-Triassic (coal and salt-brine bearing here) formations, particularly in the fringing and the anticlinal regions, the Basin's mineral deposits are abundant and varied. They include both metallic and non-metallic deposits, such as iron, copper, gold, silver, aluminum, salt, coal, petroleum, and asbestos. Among them, judging from the volume of present production, salt, coal, and iron are by far the most important. The 135 310

¹One Yuan (dollar) in normal times (pre-war) has an exchange rate of approximately one-third of a United States dollar.

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south to the seat of the Tu se or rgyalbo of Mu ping (Tibetan: dschumba), that is, to the native king who has received the highest Chinese title among all Tibetan aristocrats and secular rulers. Thus, he is one into whose kingdom the Chinese have penetrated most deeply and intensively and who is next in line to becoming a John Lackland, giving way entirely to the Chinese.

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There are good reasons why the Chinese have settled in larger numbers in Hsin gai, Mu gung and Ying gai and why they have moved the center of administration thither. There is no other place far and near suitable for a populous settlement. Since I had left Hor Gantse I had not found so many fields in such close proximity. Fifty and a hundred meters above the river which is wedged in between rock walls, the valley spreads out in terraces (Plate LXII) which permit extensive plantings, particularly of corn and also of wheat, beans and buckwheat. (1)

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1. Corn forms the chief nourishment of the inhabitants. At the time of my visit the price of one cattle (600 grams), according to existing exchange, was seven pfennig, whereas in Ta tsien lu a cattle was 25 pfennig and shortly thereafter the prices constantly rose in Ta tsien lu. It is true, Ta tsien lu had to get all its food supplies from the lowland, in fact some things are carried thither from Ya tschou fu on the backs of human beings.

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Mu gung ör fu ting is the administrator and judge of the so-called western Miao tse countries which were subdued and became subject to the Manchu Emperor Kien lung only after two great and bloody wars during the years 1747-49. The decisive and final victory came in the years between 1771 and 1776. It is only since that time that they have come under the Chinese administrative system and been opened up to Chinese colonization and mass invasion. (2) The administrative district of the Mu gung ting is

2. De Mailla, Histoire g. de la Chine, Paris 1780, Vol. XI, p. 589 ff., mistakenly counted these Tibetans from present-day Mu gung ting among the primitive people of Miao tse /223/ and for this reason we still find the history of their conquest in many new history books under the Miao tse wars. D. M. confines himself